

bulletin

THE VDOT ONLINE EMPLOYEE NEWSPAPER

Instant Access to Info
VTRC
Library
The Online Catalog

Vol. 69, No. 5

With our... Eye on the Ball



Success Story:
Route 60

In the News

- [Environment gets care at Wilson Bridge](#)
- [VTRC Library at your fingertips](#)
- [News Briefs](#)
- [What's new on the Web?](#)

Life@VDOT

- ['Partners' is theme for Customer Service Week](#)
- [Name that Face](#)
- [Equipment Technicians Rate High](#)

Taking Care of Business

- [Project Management concept changing](#)
- [Managed Competition](#)
- [Tech-Bytes - ITS monitors I-81 traffic](#)

Point of View

- [50 Years Ago](#)
- [Humor](#)
- [Answer File](#)

VDOT People

- [Names in the News](#)
- [All in the Family](#)
- [Retirements](#)

Isabel Rages



VDOT RESPONDS

More than 1,000 roads were shut down by the hurricanes' onslaught. Within a week, most were clear of debris for motorists to travel again. [Click here for full story >>>](#)

Customer Service Week is Oct. 6-10

PARTNERS IN SERVICE

Tune up your customer service skills, as well as celebrate our accomplishments in customer service. In this special week, VDOTers in every district and the Central Office will show appreciation to their customers, both internal and external.

[Click here to 'Team up for excellence' in the upcoming week >>>](#)

Project Managers

New Definition is TransFORMING VDOT Culture



Woodrow Wilson Bridge



Impacts Cushioned with Caring Environmental Efforts

Guess Who?



Test your memory: play name that face!

Online catalog coming

Access a world of knowledge as VTRC Library taps technology

The Virginia Transportation Research Council (VTRC) library has phenomenal resources, but unless you live in Charlottesville, gaining access to the library's vast collections can seem just beyond reach. That has all changed however, thanks to Library Director, Ken Winter, — VDOT's first professional librarian — and his staff.

From the way we were (circa 1966) to the way we are. Librarians Pat DeSalvo (left) and Ken Winter are working hard to transform library resources to make them more accessible to VDOT researchers.

Since his arrival 10

months ago, Winter has initiated major changes. He was hired in 2002 to both modernize the library and provide more robust information tools and services to VDOT researchers. To do that, he rolled up his sleeves and started implementing basic and rigorous standards of professional library practice — rebuilding the library's holdings, policies and procedures from the ground up.

"Without trained librarians and the standards they use to help acquire, organize and provide access to information, you don't really have a library. You've just got an unorganized room full of books," Winter observes. It's also worth noting that many documents and periodicals can creep into a collection that don't support VDOT's mission. "When that happens," according to Winter, "Your collection can lose focus and become diluted. And you spend a lot of energy trying to account for information no one wants."

With the help of Pat DeSalvo, a professional librarian with years of technical experience, and assistant Kristen Knight, the entire collection is being re-cataloged, re-classified, and reorganized. Through their hard work, the library's resources will soon be easy to find and use saving researchers countless hours.

“Many VDOT employees are knowledge workers, and live in a world driven by information. The average knowledge worker spends 50 percent of their time looking for information. Sometimes they find what they need, but a lot of times they settle for

But Winter's efforts won't stop with the transformation of the collection — he is currently overseeing a \$125,000 contract to convert the existing card catalog into to an online catalog that can be searched by all VDOT employees. Along the way he is also forming alliances with other DOT libraries all over the country, working to build Interlibrary Loan services, create collaborative collection development plans, and resource-sharing to ensure VDOT staff have access to the information they need — when they need it.

"The Online Catalog is going to be a wonderful asset for all of VDOT," Winter says. "In its first release you'll be able to see exactly what materials we've got, and place requests to borrow them online. Future versions will offer even more features." But there's still much work to be done to make that plan a reality.

A portal Web site that will link VDOT staff with additional information resources, including VDOT publications and databases, databases the library creates, and subscription resources the library purchases, is also on the horizon. As the architect of this tool, Winter hopes it will become a "one-stop shopping resource" for the wide variety of transportation-related information that VDOT staffers and contractors need.

"If we can't buy the resources VDOT staffers need, we'll try to build them like we're doing

In the News

Environment gets care at the Woodrow Wilson Bridge

VTRC Library at your fingertips

News Briefs

What's new on the Web?

About the Collection

Located on the grounds of the University of Virginia in Charlottesville, the library boasts an extensive collection of transportation related materials - some 20,000 items strong - in print, electronic, microfilm, and video formats, including:

Databases Search Tools

- 8 million newspaper articles
- Graduate-level dissertations and theses
- Professional engineering literature
- A billion holdings of 40,000

*whatever's handy.
VDOT just can't
afford that.”*

— **Ken Winter**
Director, VTRC Library

will begin rolling out and promoting its research tools and services. He understands the need everyone faces to find out about the best practices and his role is clear: "Timely, accurate information focused on transportation issues is what it's all about."

Until these tools are available, the library staff is always ready to collaborate with VDOT staff to find answers for those persistent [transportation-related questions](#). Send all requests for information and inquiries to and Ken.Winter@VirginiaDOT.org and Pat.DeSalvo@VirginiaDOT.org or call the library directly at **(434) 293-1959**.

- By *Cynthia Brown*

with the online catalog," he says. "But many times other divisions of VDOT have already created outstanding databases or put digital copies of publications online. When we find that's the case, we'll simply use our Web site to link to those excellent but sometimes hard-to-find resources."

When will all this be done? Winter says that after the library revises basic policies and procedures and creates the online catalog, it

libraries all over the planet.

Books

- 400-800 reference books
- 3,000-4,000 TRB publications
- 3,000-5000 state DOT research reports
- 3,000-5,000 federal documents
- 2,000-3,000 international research reports

Additional Resources

- Periodicals: 110 titles
- Videos: 250-300 items
- Maps: 1,500-2,500 items
- CD-ROMs: 200 items

[^ top](#)

SEPTEMBER- OCTOBER 2003

bulletin

[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print this Page](#)

Life@VDOT

PARTNERS IN SERVICE

Customer Service Week is Oct. 6-10

Life@VDOT

'Partners' is theme
for Customer
Service Week

Name that Face

Equipment
Technicians Rank
High

'Partners in Service' reminds VDOT to 'Team Up for Excellence'; also helps us celebrate how we did that throughout the past year.

Get ready for a celebration in your own work unit. But first, in this edition, the Bulletin features success stories representative of our service to customers across the Commonwealth.

COOPERATION IN...

Campbell County

It takes a village, or two...



Shenandoah

Managing Incidents on I-81



Central Office

Security is a family affair



Northern Virginia

'Survive the Ride' A Crash Course



Cooperation in Campbell County

It takes a village, or two...

Building a new road to keep students and motorists safe inspired help from just about everyone.

By Paula Jones

Motorists were pleased when the Enterprise Drive project was completed, giving them a direct route from Route 221 in Bedford County to Route 460 in Campbell County and also Lynchburg. But there was a problem.

Traffic using the newly opened Enterprise Drive



The partners share a moment of celebration. Pictured are: Dale H. Grigg Jr., district construction engineer, David Laurrell, Campbell County administrator, Clif Tweedy, Campbell County public works director, Calvin Carter, chairman of the Campbell County Board of Supervisors, LeRoy Helferstay, Campbell County Board of Supervisors, Bert Dodson, vice mayor of Lynchburg, Jimmy Mays, Campbell County Board of Supervisors, Andy Haymes, Haymes Brothers Inc., Donna Brown, principal, Tomahawk Elementary School, Donald Austin Sr., Appomattox resident engineer.

surged through the Wyndhurst Planned Neighborhood and in front of both Brookville high and middle schools, and very close to the Tomahawk Elementary School, and the traffic was increasing.

"The burden of this additional traffic was making it very difficult when students began arriving in the morning and, again, when schools were let out for the day," said Don Austin, Appomattox resident engineer. "Traffic was backed up and buses were sitting in the roadway. Citizens were concerned for their safety, as well as that of their children." The

situation was, as they say, "an accident waiting to happen."

The solution began to materialize when, in May 2002, Haymes Brothers Inc. of Chatham started the construction phase of the Enterprise Drive Extension project in Campbell County. The extension takes the traffic behind the schools and still provides an excellent connection between routes 221 and 460. VDOT, Lynchburg City Council, the Campbell County school board and supervisors, and the builder of the planned community on Enterprise Drive shared their concern and worked together to create a workable and affordable solution.

VDOT through primary funds, along with Campbell County through the Revenue Sharing Program, contributed to the \$2.3 million construction cost of the project. Additional funds also were secured from the Campbell County School Board, the Lynchburg City Council, and the Wyndhurst contractor.

In an article in The Journal (Altavista), Lynchburg Vice Mayor Bert Dodson is quoted as saying "The real story was a matter of how the localities, VDOT and school officials worked so well together so the project blew through some technical changes and was completed in a relative flash (in contrast) to many efforts he's studied elsewhere in Virginia."

The article continues to say that the project "involved understanding and cooperation from the Campbell County Board of Supervisors, Lynchburg City Council, the Campbell County School Board and VDOT.

Through this cooperative partnership the students of these three area schools, and their neighbors, are able to arrive at their destinations safely each day.

[^ top](#)



Cooperation in Shenandoah Valley

Managing Incidents on I-81

Coordinating responses of emergency responders will reduce delays during interstate incidents.

A lot can happen on 150 miles of Interstate 81—the highway's length in Staunton District between Frederick and Rockbridge counties. Incidents occurring on that stretch require coordination and response from a variety of emergency responders in various localities. VDOT's Staunton District has been working to make that coordination a reality.

A major effort by Staunton District toward that end has been its promotion of a district-wide coordinating group; and over time, that group has taken shape as the Shenandoah Valley Regional Incident Management (RIM) Committee. RIM will provide an efficient system of highway incident management that will reduce the duration and severity of incidents without compromising safety.

The stakeholders, in addition to Staunton District, are the Virginia State Police of Appomattox and Culpeper, county fire and emergency management services, towing and recovery businesses, and hazardous materials cleanup specialists.

The mission statement of RIM is to provide an efficient system of highway incident management that will reduce the duration and severity of incidents without compromising safety. This is being done through involvement of stakeholders from far and wide. In that same vein, two planning districts within Staunton District will facilitate RIM meetings. These are the Central Shenandoah Planning District Commission and the Northern Shenandoah Valley Planning District Commission.

Through the dedication and diligent work of VDOT and other committee members, motorists and citizens of the areas covered by RIM will experience less delay and better communications during incidents. Lives also can be saved and properties protected. Much work still needs to be done, but the footprint for their structure has been formed.

[^ top](#)

Cooperation in Central Office - Richmond

Technology Security Awareness Training: 'Truly a family experience'

*Vickie Robinson led first Web-based training effort;
credits VDOT team for 100 percent completion rate.*



Vickie Robinson, Human Resources Training and Development Team lead, designed e-mail messages to ensure VDOT employees received consistent communication during the Web-based training campaign on security.
Government Technology Leadership award for successful implementation of this training, which was a cost-effective method for addressing privacy and security concerns.'

Technology Security Awareness, VDOT's first, mandated, statewide, Web-based training program, was implemented August 2002. The push that made that training successful was inaugurated after Information Technology Operations staff asked VDOT's training team to lead development and implement the program.

Vickie Robinson, Human Resources Training and Development Team, was asked to lead the program and design the communication messages to ensure all VDOT employees would receive consistent information. With the exception of employees on extended leave, by March 2003, VDOT received a 100 percent completion rate.

Robinson believes that she was successful because VDOT's employees wanted her to be successful. Her primary partners were the various staff members of the Information Technology Operations Division (she's afraid to name all involved for fear she would leave someone out), as well as district trainers and human resources managers, and many others. In a note of humor, she mentioned that **Jessica Hutchinson**, programmer analyst, IT Operations Division, had the difficult task of ensuring the Commissioner and his staff completed the training within their time frame. Hats off to Jessica. She got the job done!

There is a message that Vickie wants to share about her involvement with this program:

"I was successful because VDOT's employees wanted me to be successful. It was truly a family experience. Cooperation, motivation, and team work were at their best. I know I shouldn't get emotional about my work, but I put my heart into everything I do. And, when groups of people come together like we did, you can't help but get emotional."

A crowning recognition needs to be mentioned. VDOT received the Grace Hopper 2002 Government Technology Leadership award for successful implementation of this training, which was a cost-effective method for addressing privacy and security concerns.'

[^ top](#)

Cooperation in Northern Virginia

'Survive the Ride' A Crash Course

A team of VDOT, students, and state police have created a popular guide for new drivers.

The booklet "*Adventures in Driving: Survive the Ride*" speaks to teenagers. With its colorful pages full of tips, real-life photos, statistics and suggestions on how to handle driving in a variety of conditions, the publication has been overwhelmingly received by citizens and the media alike.



Steve Titunik

much of the content, the guide is written in a youthful voice that teens can relate to.

Teens learn how to identify and drive through work zones and what to do in emergency situations. It provides tips for navigating through interchanges with a focus on the Springfield Interchange reconstruction.

Since its release in December 2002, 15,000 booklets have been distributed in 34 states to parents, grandparents, driver education instructors, students, police, librarians, teachers, politicians and safety officials.

Steve Titunik, Springfield Interchange project communications coordinator, and **Jennifer Finstein**, public affairs specialist in the Northern Virginia District, researched, created and published this booklet in response to the need to target an at-risk age group in a way that truly captures their attention. Two months after beginning this project, Titunik's 16-year-old son, Michael, was tragically killed in a car crash. The booklet is dedicated to him and to all teenagers who have died on Virginia's roads.

The booklet came about with the cooperation of many partners with Titunik and Finstein. They include state police, VDOT traffic safety and public affairs specialists, the AAA of the Mid-Atlantic, two auto dealers (Jerry's Dodge and All Makes and Models), high school students, their teacher, and a school administrator.

This 32-page guide is aimed at reducing the high accident and fatality rate in the 14 -19 age group. It is designed to help teenagers transition from passengers to safe drivers.

Developed with the support of Fairfax County High School students, who helped determine



Jennifer Finstein

[^ top](#)

SEPTEMBER- OCTOBER 2003

bulletin

[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print Version](#)

Woodrow Wilson efforts reach far and wide to protect environment



Peaceful co-existence: A bald eagle surveys construction of the Woodrow Wilson Bridge below (I-495) in a sanctuary established for wildlife on Rosalie Island, Md.

From eagle nests preserved high above the Woodrow Wilson Bridge to vegetation planted far below the Potomac River's surface, VDOT's environmental initiatives surrounding the \$2.56 billion project reach not only far and wide, but high and low as well.

Well known for its congestion, the Wilson Bridge Project corridor is less well known for its healthy and diverse natural environment. The Potomac River is rich with a diverse ecosystem that has been evolving for hundreds of years. By coordinating closely with more than 20 regulatory agencies and 13 contractors to comply with a plethora of exacting permits, the project's environmental team is ensuring peaceful coexistence between construction and Mother Nature. Adding to the project's complexity is the coordination of efforts among VDOT, the Maryland State Highway Administration and the District (of Columbia) Department of Transportation.

Because of the sheer magnitude of the Woodrow Wilson Bridge project, the environment will be affected, but through efforts to compensate for the impacts, not compromised.

In the News

Environment gets care at the Woodrow Wilson Bridge

VTRC Library at your fingertips

News Briefs

What's new on the Web?

Environmental Initiatives

Habitat preservation
An 84-acre bald eagle sanctuary has been established.

Wetland creation, enhancement or preservation
More than 100 acres of wetlands are being created or preserved in Virginia, Maryland and the District of Columbia

River grass plantation
Twenty-two acres of river grasses are being planted in the lower Potomac River.

Reforestation
More than 140 acres of woodlands are being planted or preserved in Prince George's County

Stream restoration

- "Fish ladders" enabling spawning fish to cross 25 man-made

Perhaps the effort with the highest profile — and certainly the highest-flying — is a permanent 84-acre bald eagle sanctuary established on Rosalie Island along the Maryland shore. Literally casting shadows on the project, two chicks recently emerged in the seventh successful hatching of offspring for a pair of resident bald eagles.

Equally impressive however, is the creation and enhancement of 75 acres of wetlands, 22 acres of river grass plantings, and more than 140 acres of reforestation surrounding the project — initiatives valued at approximately \$50 million.

Surprising about some of the mitigation efforts are their size and locations. Mitigation projects are spread out as far north as College Park in Prince George's County in Maryland, as far south as Stafford County, Virginia, and as far east as the mouth of the Potomac River in Northumberland County, Virginia. When completed, all of these projects will have a direct and positive impact on the water quality and overall health of the Chesapeake Bay.

"All of our mitigation projects are located in the drainage area of the Potomac River, but the Potomac River has a very large drainage area," said Tim Morris, Woodrow Wilson Bridge environmental mitigation manager. "We chose areas where we could maximize our success and provide the greatest benefit to the environment, and that was not always real close to the bridge."



barriers will be created on Rock Creek/Northwest Branch Rivers in Montgomery and Prince George's Counties and Anacostia River tributaries

- More than 800-feet of stream bank stabilization in Prince George's County

When determining where to concentrate environmental efforts, Morris and his team looked at hundreds of potential sites, but some land was privately held and couldn't be purchased. While all sites have been selected at this time, some projects are still in the design phase.

To compensate for the effects of dredging for the new bridge, VDOT and the Maryland State Highway Administration are planting 22 acres of river grasses in the lower Potomac River to serve as fish habitat and help clean the water.



Tim Morris, Woodrow Wilson Bridge environmental mitigation manager, surveys wetlands created in Alexandria.

Even a small mitigation project is labor intensive. The creation of an acre of wetlands along the shore of Hunting Creek in Alexandria involved adding 12,000 plants, including water iris, soft stem bulrush, pickerelweed, lizard's tail and various sedges and rushes. Creating the site is not the end of the project either. VDOT must monitor it for five years with

vegetation density measures and survival counts of plant life.



VDOT is planting 22 acres of river grasses in the lower Potomac River.

"We got rid of non-native plants such as phragmites that tend to take over habitats of desirable species, and added native plants for diversity," Morris said. "Now the area is much more lush with vegetation."

Adjacent to Four-Mile Run Park is a small reforestation project where a variety of trees were planted including dogwoods, green ash, red maple, willow oak and smooth alder.

"We have really gone above and beyond the call of duty," Morris said. - **By Sande Snead Fulk**

Wetlands have an important role in the ecosystem. They prevent flooding and shoreline erosion, filter sediments, and provide spawning grounds and wildlife habitat.

Within the Four-Mile Run Park in Alexandria is another example of a small mitigation project that should have a big impact on the environment. Here, beavers blocked the tidal flow of water into a disturbed wetland area. VDOT relocated the beavers, removed their dam and graded the wetland, resulting in the restoration of approximately 1.7 acres of tidal wetlands.



Click the map above for a bird's eye view of the initiatives (23MB; PDF format).

[^ top](#)

SEPTEMBER-OCTOBER 2003

bulletin

[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print this Page](#)

Where "on budget and on time" starts and ends...

Project management as practiced at VDOT takes a sharp turn toward authority and responsibility

Taking Care of Business

Project management concept changing VDOT culture

Managed Competition: Staunton District shops in pilot project

**Tech-Bytes
ITS monitors I-81 traffic**

Project management at VDOT is being transformed.

The changes are not just professional and technical; they also are cultural. While project management is not a new concept in the agency, the department is radically redefining what it means to be a project manager.

The redefining began after a series of evaluations by outside agencies indicated that the department needed to revise the system by which it designed and built transportation facilities.

First, there was KPMG's Business-Process Reengineering Study in 1998-1999; then there was the Joint Legislative Audit Review Committee's (JLARC) study in late 2000; and then a review of the department by the state auditor of public accounts in 2002. Opinions from these converged into a consensus that projects at VDOT had been managed in an overly routinized way, rather than a resourceful one; and in a



disconnected process, rather than a communicative environment.

Pinpointing who had real responsibility for projects was puzzling.

An overarching symptom that VDOT's system was ailing was the difficulty in pinpointing who had real responsibility for a project's management. Another bothersome earmark was that answers to questions about progress of projects were entwined in a bureaucracy that prevented a fully developed picture of a project from emerging.

"Without some form of project management in the past, we could not have accomplished what we have," notes **Mal Kerley**, chief engineer for program development. "But earlier we probably had more project coordinators than managers, who had limited authority on schedules and budgets."

Commissioner Philip Shucet came in and insisted on a new kind of project manager. A key remedy for VDOT's system, according to Kerley, was to see that every project would have a project manager with accountability for the project's progress and success.

That, says Jim Utterback, Route 58 Program Manager, is at the heart of the paradigm change: the designation of one person with accountability for the project, from beginning to end, although that one person could change during the life of the project. Utterback carries the letters "PMP" after his name, which stands for Project Management Professional. He is one of only a handful at VDOT who have been certified by the Project Management Institute, which offers rigorous courses and examinations around the world for the PMP designation.

Assignment of project managers with authority has begun

The assignment of full-time project managers with authority and accountability has already begun, primarily on the "mega" projects that affect a district or a region. The I-81, Route 58, and Route 28 corridors are examples. So are the Springfield Interchange, Woodrow Wilson Bridge, and Pinners Point projects, as well as the I-495 Hot Lanes project, Coalfields Expressway, and Jamestown PPTA project. (See profiles on managers of these projects with this article). These project managers report to the commissioner weekly on their projects, as well as to the chief engineer, chief financial officer, and others.

"The project manager is the first one they call for," says Utterback, to find out if the project is within budget, on time, and on a quality track. Authority vested in the project manager is key, he adds.

Of course, not all project managers will manage super-sized endeavors. Some project managers across the state will be responsible for several, or many, projects at one time. Often, the dollar value of those projects combined will be significant.

There is also a transition from appointing engineers in the Central Office as project managers to naming engineers in the districts for those roles. Historically, the districts have had responsibility for secondary road projects and a few others, but in the coming scenario they will have responsibility for urban, primary, and interstate systems and the projects built on them. That means more authority and responsibility outside the Central Office.

New concept requires commitment to team success and to training

The emerging concept means not only more responsibility for a manager, but also for the manager's team. "You don't want to be on a team that doesn't deliver on time and on budget," states Bob Boothe, project management analyst senior, Management Services Division, which has assisted the agency in reforming the project management concept. The project manager concept implies authority for the manager but it applies commitment and cohesiveness for the team, he says. "The designer must be aware of the constraints faced by the construction engineer taking over from him and the construction engineer must keep in mind the intents of the designer," Booth continues. Those qualities of commitment, Boothe notes, are contingent upon the project manager making communication among the team a top priority throughout the project.

Winston Phillips, also a project management analyst in Management Services, adds that there is a wide focus required of project managers who must see that "all needs are being met." Phillips coordinates the department's efforts to train employees through the Project Management Professional Development Program (PMPDP) offered by George Washington University. Training for the concept of project management is on the agency's front burner. Already, about 400 employees have taken PMPDP courses. In addition, "Lessons Learned" from the experiences of project managers will be catalogued by the Knowledge Management Office. Kerley says, "We are diligently working to enhance the skills of project managers in budgeting and managing."

But the transition at VDOT involves more than project managers with authority, according to Sam Hayes, an assistant Location and Design Division administrator, who has been given an additional assignment of advancing project management concepts. Changing the culture, distributing authority, adopting the "concurrent engineering" concept, vastly improving information management, and putting the people in the right jobs for their skill sets are all critical elements, explains Hayes.

In the VDOT culture of a decade ago, Hayes recalls, it was common practice to give districts authority for secondary projects while retaining authority for interstate, primary, and urban projects in the Central Office. In recent years that tradition has been changing, and last year a policy of distributed authority was formalized as part of Commissioner Shucet's reorganization of the Central Office. The change in reporting for district administrators — from a chief engineer for operations to the commissioner — has accentuated this, as has the emphasis on project managers with authority.

"Each project is unique....we need to manage the project, not the process."

Concurrent engineering recognizes that several tasks, or projects, can be done simultaneously, instead of in a series or one at a time in assembly-line fashion. Hayes comments, "In the past, we managed by a flow chart that was inflexible. But we're not making automobiles, or widgets. Each project is unique. Consequently, we need to manage the project, not the process." Concurrent engineering results in improved quality, timeliness, and cost, but Hayes stipulates: "It makes us realize we need more investment of time and resources into the management of projects."

"This concept brings people in early on the team — to include construction and maintenance," emphasizes Kerley in regard to concurrent engineering. "The team will look at milestones along the project that tie in with the cost-estimating system, and with all other areas of the project."

Information is critical to decision-making, continues Hayes. "Information has always been here, but we've never had the technical base to put it together," he explains. That's changing, too. Hayes, IT specialists, and engineers are working on a "one-stop shop," which will become the "project development Web site." Hayes is clear on his expectation for the site's capability: "information on any facet of a project in 60 seconds, and in 10 clicks or less." Facets will include cost estimates, scoping documents, images and videos, plan drawings, the Six-Year

Program, and more. That capability, Hayes says, will strengthen communications markedly, thus bypassing many problems.

In another change in the management of project managers, district construction engineers are working with engineers in the various preliminary engineering disciplines. "Managing the preliminary engineering phases of a project is the strong suit of some engineers; designing projects is the strength of other engineers," Hayes says. "A project manager might wear both design and management hats. The skills sets needed are not the same for both. That's why job assignments are important."

"Project management is the direction we're going," concludes Kerley. "Efficiencies, technologies, and budgetary realities insist on it. And we have no choice but to become good at it." -Chuck Armstrong

Project Managers in Profile

The VDOT engineers profiled here have taken on the redefined role of project manager.



Nick Nicholson

PROJECT: Woodrow Wilson Bridge Reconstruction Program

Project Basics: Replacing and widening the existing aging bridge carrying I-95/1-495 across the Potomac River to Washington, D.C. The 7.5 mile project includes reconstruction of Route 241 Telegraph Road and the Route 1 interchanges in Virginia and the I-295 and MD 210 interchange in Maryland. Total estimated cost is \$2.5 billion dollars, which makes it currently the second largest transportation project in the United States.

MY ROLE: I am responsible for project budgets, deadlines and work order negotiations, and I represent VDOT on every project matter, at all levels — national, state, and local.



Susan Shaw

PROJECT: The Route 28 Improvement Project

Project Basics: Includes the design and construction of six interchanges located along a 14-mile corridor in Fairfax and Loudoun counties. Under this phase, six at-grade, signalized intersections will be replaced with high-capacity grade-separated interchanges. The \$198 million design-build project is being accomplished under the Public-Private Transportation Act and will be completed by the spring of 2007. More than 100,000 cars a day use Route 28 and by 2012. Estimates indicate that some segments will carry 200,000 cars a day. Ultimately, the corridor is planned to be widened from six to eight lanes, and an additional four interchanges constructed so as to provide a limited access corridor from Route 66 to Route 7.

MY ROLE: I oversee all aspects of the project, including design, right of way acquisition, utility relocations, and construction. I manage the project budget, contract, and monitor the project progress. I work with the Route 28 PPTA Team, as well as various technical staff within the department. Maintaining clear communication and involving the right team players at each point in the project. I also am the department's liaison with various

external groups including the Metropolitan Washington Airports Authority, the Route 28 Tax District Commission, Loudoun County, Fairfax County, and others. I make sure that the department continues to work within our area of responsibility and risk, and to keep the contractors fully responsible for their areas of responsibility and risk.



Fred Altizer

PROJECT: I-81 Corridor Improvement Program

Project Basics: With traffic volumes expected to double over the next 20 years, it is critical that I-81 be improved to handle the demand in a safe and efficient manner. Under the Public-Private Transportation Act, two detailed proposals to improve I-81 in Virginia will be reviewed and evaluated over the next few months by an advisory panel created by Secretary of Transportation Whitt Clement. The proposals were presented by Fluor Daniel and STAR Solutions.

MY ROLE: I see this job as being a program manager in another dimension. I have a number of ideas of things that need to be done, and these will expand as time goes on. The challenges are there: seeing that construction activities are integrated into operations and maintenance and long-range planning on I-81; keeping ITS applications lined up with what we will do; helping communities understand how projects will affect them; preparing VDOT staff to communicate in an effective way about the program; and the biggest challenge — helping people understand the National Environmental Policy

Act. I have a lot of passion about the impact that I-81 has on the nation. This interstate delivers goods to half of the nation's people, are located on or near the East Coast.



Dave Wesson

PROJECT: The Jamestown 2007 Project

Project Basics: The project completes the four lanes of roadway for the entire corridor of Route 199 from I-64. This will enhance the traffic movements for the large volumes of traffic anticipated for the "Jamestown 2007 Celebration" beginning in January 2007. Among the tasks are installation of a second bridge over College Creek and a construction of a new entrance into the Jamestown Festival Park at Route 359.

MY ROLE: My role is to keep all persons associated with the work on schedule, within budget, and in accordance with contract requirements. This includes the Central Office, district office, residency office, and all supporting divisions along with the company (Jamestown 2007 L.L.C.) building this project. Other duties include, but are not limited to, reviews for rights of way, utilities, monthly estimates, plan review submittals, public information meetings and quarterly reviews of progress.



Michael Johnson

PROJECT: The Pinners Point Interchange

Project Basics: This construction project in Portsmouth will provide an interstate type connection serving Portsmouth's Western Freeway, the Portsmouth Marine Terminal, Martin Luther King Jr. Freeway and the Midtown Tunnel. The project serves three major purposes: removes commercial traffic from the historic Port Norfolk neighborhood; provides a more direct route for industrial traffic to and from the terminal; ensures faster and easier access to the Midtown Tunnel, Route 58, and the Western Freeway. The project consists of four inland bridges, one water bridge, one railroad bridge, approximately two miles of roadway with a Traffic Management System and new Midtown Tunnel Support Facility buildings.

MY ROLE: Based at the Norfolk Residency, I coordinate VDOT specialists in the Central Office and Hampton Roads District and consultant designers with design review. I coordinate meetings and process concerns with Portsmouth, Norfolk, the Virginia Port Authority, businesses, civic leaders and citizens. I supervise a VDOT and consultant project staff of about 20 people. With the help of my project inspector, K.W. Rawls, many

construction conflicts are worked out at the field level, contractors' claims for extra work are analyzed and recommendations made to the district, Central Office and FHWA. My staff and I ensure that the four volumes of contract specifications, plans, VDOT standards and the construction schedule are adhered to by the contractors.



Larry Cloyed

PROJECT: Springfield Interchange Improvement Project

Project Basics: Everyday, 430,000 vehicles pass through the Springfield Interchange, where I-95, 395 and 495 come together. VDOT and its contractors are rebuilding the interchange making it safer for commuters and long-distance travelers. The project consists of building more than 50 bridges and widening I-95 to 24 lanes between the Beltway and Franconia Road over an eight-year period.

MY ROLE: My role is to provide overall direction to the SIIP program, composed of Preliminary Engineering, Right of Way, Utilities, Environmental, Safety, Construction, Congestion Management, Public Outreach, and offsite stream restoration activities. The SIIP is composed of four construction contracts (phases) encompassing the entire project. Three contracts are under construction. The fourth and final contract is expected to be under construction in October of this year. Overall completion is expected by December 2007. Overall cost is forecast at \$700 million. My responsibilities are to bring the overall project in safely, on time, on budget, on quality, and in an environmentally sound manner. This project involves greater responsibility for the overall management of the project from

cradle-to-grave.



Jeff Cutright

PROJECT: I-495 Hot Lanes Project

Project Basics: Fluor Daniel proposes to construct HOT (High Occupancy Toll) lanes along the Capital Beltway from the Springfield Interchange to north of the Dulles Access/Toll Road. The ultimate roadway section would be comprised of 12 lanes configured in a 4+2+2+4 arrangement. The eight outer lanes (4 in each direction or 4+4) would carry conventional traffic while the 4 lanes inner lanes (2 in each direction or 2+2) would carry HOV, bus, emergency vehicles and HOT traffic. HOT traffic is any traffic not normally qualified to utilize HOV lanes. This system allows access by paying a fee for this service. The HOT lanes are separated from the conventional lanes by a flush buffer.

MY ROLE: I ensure the HOT Lanes PPTA proposal receives the proper review in a timely and cost effective manner while remaining totally independent of the ongoing Capital Beltway environmental document work. If the proposal advances beyond the detailed proposal stage, I will work with the members of the Innovative Project Delivery Division to reach a Comprehensive Agreement with the Fluor Daniel team.

Julie Smith

PROJECT: Coalfields Expressway

Project Basics: Virginia's Coalfields Expressway, designated as U.S. Route 121, is a planned 51-mile divided highway in southwestern Virginia that will stretch from Pound in Wise County through Dickenson and Buchanan counties, and will link with the planned West Virginia Coalfields Expressway near Paynesville, West Virginia. The Coalfields Expressway (CFX) design-build project is divided into four road sections. Each section is further broken down into an engineering phase and a construction phase. The current estimated price tag for the roadway is \$1.7 billion. Under the comprehensive agreement, funding for the project is designated to come from federal and state funds and a bond issuance backed by the state.

MY ROLE: We (our collective project team at VDOT and Kellogg Brown & Root) have accepted the responsibility, accountability and the challenge to deliver this project on



time...on budget...and within the terms of the contract requirements, while developing a true partnership between VDOT and KBR. In other words, this project cannot be approached as "Us and Them" (Us being VDOT and Them being KBR); it can only be successfully delivered by "Us."

Jim Utterback

PROJECT: Route 58 Corridor Development Program

Project Basics: This is a construction project that encompasses close to 680 miles and finances planning, environmental and engineering studies, right of way, and construction. Today, about 370 miles are four lanes or more, compared to 240 miles when the Program started. Work began on the East Coast and is moving westward. Currently, there is approximately \$200 million in work proceeding on Route 58 to include active construction projects, rights of way acquisition, and preparation of projects for construction advertisement.

MY ROLE: My role as program manager is to ensure we meet the budget and deadline objectives for active Route 58 projects. This includes overall accountability for delivering the program within the current financial constraints. The program did not have a program manager prior to my assignment.



[^ top](#)

SEPTEMBER-OCTOBER 203

bulletin

[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print this Page](#)



50 Years Ago

Campaign begins to save Humpback, Virginia's oldest covered bridge

Point of View

[50 Years Ago](#)

[Answer File](#)

[Humor](#)

Built in 1857 and in service until 1929, Humpback Bridge was showing age and neglect 50 years ago. The historic covered bridge sat idle except when a local

farmer used it to store hay. In 1953, however, area citizens decided to save the structure, which stands in sight of Route 60 between Covington and White Sulphur Springs.

Humpback had been a vital part of the James River & Kanawha Turnpike. The 100-foot-long span stretches over Dunlap Creek, a tributary of Jackson River, which joins Cowpasture River to form the James River. Several bridges preceded Humpback at the site, but floods carried them away in the early- to mid-1800s. None of the earlier bridges had Humpback's design, which makes the bridge four feet higher at its center than at either end, and gives it its name.

A half century ago, citizens of Covington conducted a fund-raising campaign to restore the bridge and preserve it as a part of Alleghany County's history. The Department of Highways matched the funds raised. Subsequently, a five-acre tract around the bridge was converted into a wayside park, with parking spaces, picnic tables and fireplaces for motorists traveling on Route 60. The park opened in June of 1954.

The bridge can be reached from I-64 by taking exit 10 to Route 60 and traveling one-half mile east, or by taking Route 60 west from Covington. Eight covered bridges are still standing in Virginia. Humpback is the oldest. It is the only surviving timber-trussed arch or "humped" design left in the nation, and it is the only surviving work of the turnpike it served.

[^ top](#)

Route 60
Success Story

Let me tell you about a success story.

When students arrived for their first day at the new Powhatan County high school a few weeks ago, there was a new intersection ready and waiting for them. One that we built.

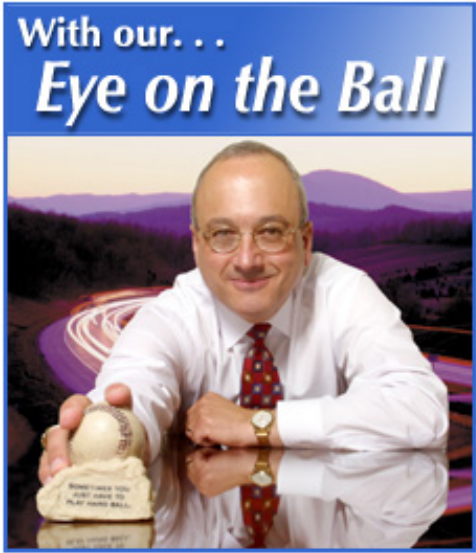
Our project started on January 13 with a completion date of September 1. We needed to be ready by the time school started.

We lowered lanes on Rt. 60...we installed a crossover....we erected a sign and worked with the phone and power companies to relocate utilities. Sounds pretty simple, but the stakes were high. It's not every day that Powhatan County opens a new high school. In fact, this is their only one.

The Board of Supervisors, the principal, the teachers, parents and students all tuned in to see if we would make it.

We did.

We beat the completion date by 48 hours - two full days. We spent \$958,046. That's just two-tenths of one percent above the contract award amount. That's an A+ job in my book.



The new and improved Route 60.

The folks involved in this project came through in a big way. The designers came through. The right of way agents came through. The District and the Residency came through. And the contractor came through.

On September 2, when the kids arrived at school, there were a lot of happy people in Powhatan County.

That's our reward. The respect and thanks of the communities we live in.

A quick word about Hurricane Isabel.

I want to thank all of you for your hard work over the past several days. Your efforts are simply outstanding. A lot of clean up work remains to be done. Remember to stay focused, and stay safe.

Philip

[^ top](#)

Names in the News

Givens is Bristol administrator



Bristol's new district administrator: Jim Givens

James S. Givens becomes Bristol District administrator

effective Oct. 1, succeeding Dan Marston, who retires in December.

Givens moves from the Central Office where he was director of the Local Assistance Division. Marston is on special assignment until his retirement.

Shortly after graduation from Emory and Henry College, Givens came to the department in 1965 as a right of way agent. Later he was promoted to state right of way program coordinator, assistant budget officer, state secondary roads engineer, and most recently director of the Local Assistance Division. He has represented VDOT before legislative committees for the past decade.

He returns to his native Southwest Virginia after many years, commenting, "I love working with rural areas and look forward to expanding the relationship I have with rural and urban communities throughout the Bristol District.

VDOT People

Names in the News

James S. Givens is Bristol District administrator

All in the Family

Retirements

Obituaries

Living Our Values

Altizer leads I-81 corridor

development

Fred C. Altizer Jr., administrator of the Salem District, has been [tapped to head development of the improvement program for the 350-mile I-81 corridor](#).

A 33-year VDOT veteran, Altizer now takes on the title of assistant to the chief engineer. He will manage all aspects of development that ultimately will lead to construction on I-81. Extensive environmental review will take place, and a widespread public involvement program will be important to the program.

Altizer has been district administrator since 1992, and during his tenure \$37.5 million in safety improvements have been made to I-81 in the Roanoke and New River valleys. Earlier, he was resident engineer for Roanoke, Botetourt, and Craig counties, and before that assistant resident engineer for the Luray Residency. Altizer earned a bachelor's degree in civil engineering from Virginia Tech in 1970 before joining the department.

Miller promoted in Management Services

Charles Miller has been promoted to assistant administrator in the Management Services Division. Miller moves up from manager of the Management and Operations Research Section in the division, a post he has held since 2000.

In his new job Miller will have oversight of staff planning and will manage the Management and Operations Research Section and the Strategic Planning and Performance Management Section. He joined the department in 1994 as an analyst in the division.

Earlier, Miller was a management analyst with the Virginia ABC Board, working with distribution systems. He graduated from Virginia Tech with a bachelor's degree in industrial engineering and operations research.

[^ top](#)

News Briefs

Springfield Interchange bridge beams installed



VDOT contractors in August and September successfully installed three, 100-ton bridge beams as part of the Springfield Interchange construction project.

The work, which took less time than estimated, required closing I-395 north at the interchange over two weekends. Motorists could take a seven-mile detour around the project. The beams are part of a ramp that will take traffic from the inner loop of the Capital Beltway to I-95 south.

Meanwhile the Commonwealth Transportation Board has awarded a \$99 million contract for the last phases of the Springfield interchange. It's part of the \$676 million interchange

where Interstates 95, 395 and 495 converge.

In the News

Environment gets care at the Woodrow Wilson Bridge

VTTC Library at your fingertips

News Briefs

What's new on the Web?

Woodrow Wilson Bridge enters new phase

The Woodrow Wilson Bridge enters a new phase this winter when the largest single contract in VDOT's history is expected to be awarded. The \$236 million contract includes the Route 1 interchange including the Inner and Outer Loop roadway mainline. It also involved reconstructing and widening Route 1 from Fort Hunt Road to Huntington Avenue.

Bids are due Oct. 28, and the contract will be awarded in December. Construction is scheduled from January 2004 to 2008.

Panel reviewing I-81 proposals

Two detailed proposals to improve I-81 in Virginia will be reviewed and evaluated over the next few months by an advisory panel created by Secretary of Transportation Whitt Clement.

The proposals were presented by Fluor Daniel and STAR Solutions under the Public-Private Transportation Act (PPTA).

The panel consists of 11 members, including representation from the Commonwealth Transportation Board, VDOT, the Department of Rail and Public Transportation, the academic community and the Virginia Transportation Safety Board.

New Kent Rest Area opens

Just in time for Labor Day weekend, the I-64 Eastbound New Kent Rest Area opened to accommodate travelers along the busy corridor to Colonial Williamsburg and Virginia Beach. The project to reconstruct the I-64 Eastbound New Kent Rest Area began July 15, 2002, and was completed on time and on budget.

Six-Year Program update public hearings begun

Public hearings to update the Six-Year Improvement Program for fiscal years 2005 to 2010 are being held throughout the state. Although the Fredericksburg and Richmond area hearings were postponed due to Hurricane Isabel until sometime in December, other hearings are taking place as planned. The first hearing was held in the Lynchburg District on Sept. 30.

At the hearings, citizens and officials can learn how their transportation dollars are distributed and what commitments have been made in their areas for ongoing transportation projects.

They also can tell the Commonwealth Transportation Board which projects they would like to see included in the sixth year of the next program. These hearings, once known as pre-allocation hearings, traditionally were held in the spring. They are being held earlier in the SYIP cycle to improve public participation in the SYIP process.

VDOT wins two Governor’s Technology awards

VDOT took home two Governor’s Technology Awards presented at the Hotel Roanoke in September. Project Dashboard, VDOT’s online system for tracking construction projects, won the award in the Large State Agency category. VDOT’s partnership with TrafficLand won the award in the Public/Private Partnership category. TrafficLand is a private company that hosts the video images from VDOT’s Northern Virginia traffic cameras.

The awards were presented at the Commonwealth of Virginia Information Technology Symposium (COVITS) 2003. The awards honor outstanding achievements and recognize successful technology and economic development initiatives.

Traffic video distribution service to be provided by TrafficLand

In what is believed to be the first such system in the U.S., TrafficLand, Inc., the private company that hosts Web-based traffic video from VDOT’s Northern Virginia traffic cameras, is in the process of distributing the video imagery to other regional and transit agencies, as well as to local, state and federal public safety, emergency management and homeland security agencies.

VDOT has installed the Video Distribution System (VDS) at Virginia State Police Division 7 and the Fairfax County Emergency Operation Center. The system has also been supplied on a trial basis to a number of public agencies and quasi-public agencies such as bus services.

“VDS was developed for first responders,” said Kevin Barron, ITS program manager. “The streaming video allows police, fire and rescue personnel to see what we see in the Smart Traffic Centers.”

In the aftermath of 9-11 in 2001, and the sniper shootings a year ago, first responders relied heavily on VDOT traffic cameras for information. With VDS, thousands of first responders will be able to access real-time information released on a secure network.

VDOT’s traffic cameras available for viewing to the general public have a frame refresh rate of 1.5 seconds per camera. The streaming video available in the Smart Traffic Center, and now to first responders, refreshes at 30 seconds a frame.

VDOT named an 'Employer of Choice'

VDOT was one of only a dozen companies nationwide named an Employer of Choice by the American Council on Education in 2003. It was the only state agency in the country to receive the honor.

VDOT received the recognition because of its successful on-site adult education program established nearly a decade ago. Other employers to receive the award this year include Walt Disney World Resort and Coca-Cola Enterprises Inc.

VDOT partnered with the Virginia Department of Education in 1994 to offer two-hour basic skills and General Equivalency Diploma (GED) instruction courses twice weekly. This year, about 50 employees statewide are enrolled in the program. Not only are the GED courses free, but employees also get paid time off to attend, and test fees are reimbursed.

VRTBA recognizes VDOT partnership

The Virginia Road and Transportation Builders (VRTBA) recently presented VDOT employees with an award in recognition of a successful educational partnership.

As a part of a high school outreach program, VDOT employees and VRTBA members spoke to driver’s education classes last spring about the dangers highway workers face in work zones. Past VRTBA President Al Soltis reiterated the importance of this educational outreach: “If we save just one life with this outreach, it will have been worth all the hard work we’ve put into this program.”

VRTBA also has partnered with VDOT and several school systems in the Roanoke Valley in the “Partners in Education” program to increase student awareness of the importance of education and highlight careers in the highway construction industry.

Virginia adds E-ZPass to driver's options

By next year, motorists will be able to use the E-ZPass system on Virginia's roadways.

Last month, Gov. Mark Warner announced that Virginia is joining the E-ZPass organization that covers several northeastern and Mid-Atlantic states. This will let travelers with the E-ZPass or Smart Tag use automatic toll facilities from Maine to Virginia. The system should be fully operational by September 2004.

VDOT Workers' Memorial fund tops \$89,000

Declared by the Commissioner as VDOT Workers' Memorial Fund Drive Day, August 19 was a day for employees across the state to show their respect for fallen coworkers. A wide variety of fundraising activities brought in more than \$18,000 for the Memorial Fund. Donations to the fund now total \$89,100.

ODU levitation project gets \$2 million

In February, Congress appropriated \$2 million for Old Dominion University to jump start its stalled magnetic levitation (maglev) project, and after months of paperwork, the money has been released.

The \$2 million is expected to be enough to fix problems with the train and get it running again at 40 miles per hour as a demonstration project. Maglev uses electromagnets to make the vehicle float about a half inch above an elevated track. It has sat for nearly a year because of budget constraints. Now, the train levitates, moves a short distance, stops and reverses directions, but there have been significant vibrations, bumps and rattles. About \$5 million more is needed to complete the planned three stations along the 3,200-foot guideway.

[^ top](#)

SEPTEMBER- OCTOBER 2003

bulletin

[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print this Page](#)

What's new on VirginiaDOT.org?

The Sound of Silence

VDOT noise walls benefit communities

Noise barrier walls are an integral part of VDOT's environmental mitigation measures. An area under study is often of great interest to property owners who may be impacted by a project. For the convenience of those property owners, **Lloyd Arnold**, VDOT's noise abatement program manager, oversaw the creation of [VDOT's Noise Barrier Walls Web site](#). In addition to a detailed explanation of the intricate world of noise barriers — complete with FAQs, process overview, and VDOT's policy — the site contains specific projects for areas currently under study for mitigation. "Since public input is so important, it is essential we make continuous improvement upon our outreach strategies that will empower our customers to make enlightened choices concerning their quality of life," observes Arnold.

The site will continue to grow as new studies are added. In the future, look for a map of noise barrier walls across the Commonwealth in both PDF and GIS format. Arnold also hopes to provide a link to this resource from Project Dashboard.

VDOT's first online hurricane forum proves timely

About a week before **Isabel** hit the East Coast, VDOT's Smart Traffic Center in Hampton Roads was busy alerting the public on evacuation routes and other measures to prepare for hurricane season. For the first time in the history of VirginiaDOT.org, [an online forum on hurricane evacuation routes](#) was conducted to enable the public to submit questions on the evacuation plan and address concerns. Facilitated by **Cynthia Brown** from the Public Affairs Web section, the forum was hosted by **Erika Ricks** who reviewed real-time questions submitted by the public. **Stephany Hanshaw**, facility manager at the center as well as Stuart Baker with the Virginia Department of Emergency Management were standing by to respond to questions from the public. Local television station WAVY-TV 10 stopped by to record the new use of this technology, which aired that evening in the Hampton Roads viewing area.

New district maps available for downloading

By popular demand, you can now download and print district maps in PDF format. Each district prints neatly on an 8.5 x 11-inch sheet of paper. Developed by VDOT cartographers, the district maps provide the following map features:

- Interstate highways
- Primary and secondary roadways
- Counties and cities
- District office information.

To download a district map, click the Maps button at the top of each site page or point your browser to <http://www.virginiadot.org/comtravel/MAPs-default.asp#district>. Under District Maps in PDF Format, click a district to view and print. The Adobe Acrobat Reader is required.

In the News

Environment gets care at the Woodrow Wilson Bridge

VTTC Library at your fingertips

News Briefs

What's new on the Web?

Online State Environmental Review Process (SERP) to assist local government

When local government enters into an agreement with VDOT to administer a project, environmental laws and regulations relating to transportation must be addressed. Local government becomes responsible for environmental compliance, and is required by those laws and regulations to work directly with VDOT. [This part of the VDOT Web site contains guidance for localities to facilitate successful environmental compliance.](#)

"Hot Lanes" for Capital Beltway getting warmer - detailed proposal online

On Oct. 1, Fluor-Daniel submitted for review by VDOT's Public Private Transportation Act (PPTA) advisory panel a [detailed proposal for "Hot Lanes"](#). This proposal aims to alleviate congestion by enabling single-passenger commuters along the Capital Beltway in Fairfax County to pay for the use of HOV lanes. The proposal recommends a varied toll amount in accordance with traffic congestion levels that range from \$1 to \$4.18.

PPTA Proposals for I-81 corridor improvements available

[Two detailed proposals to improve I-81](#) in Virginia are available for review in PDF format. Submitted by Fluor-Daniel and Star Solutions, the proposals will be reviewed and evaluated over the next few months by an advisory panel created by Secretary of Transportation Whitt Clement.

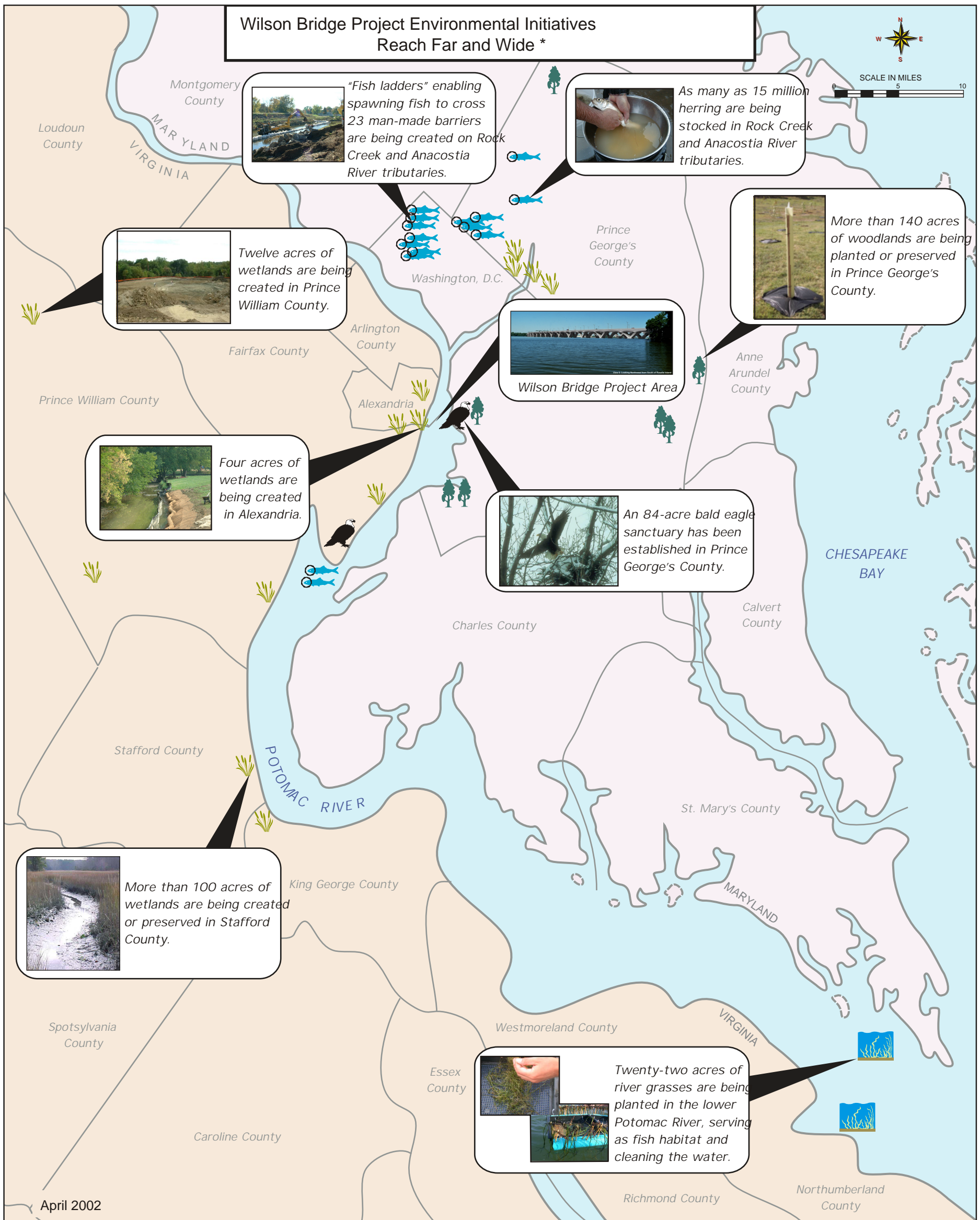
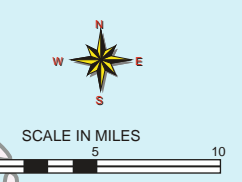
[^ top](#)

SEPTEMBER- OCTOBER 2003

bulletin

[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print this Page](#)

Wilson Bridge Project Environmental Initiatives Reach Far and Wide *



More than 100 acres of wetlands are being created or preserved in Stafford County.



Twelve acres of wetlands are being created in Prince William County.



Four acres of wetlands are being created in Alexandria.



Wilson Bridge Project Area



An 84-acre bald eagle sanctuary has been established in Prince George's County.



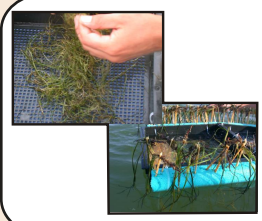
More than 140 acres of woodlands are being planted or preserved in Prince George's County.



As many as 15 million herring are being stocked in Rock Creek and Anacostia River tributaries.



"Fish ladders" enabling spawning fish to cross 23 man-made barriers are being created on Rock Creek and Anacostia River tributaries.



Twenty-two acres of river grasses are being planted in the lower Potomac River, serving as fish habitat and cleaning the water.



LEGEND

- Reforestation Areas
- Fish Stocking and Habitat Creation / Restoration
- Wetland Replacement / Enhancement
- Bald Eagle Habitat Protection
- River Grasses Planting

* Additional environmental efforts are underway but not shown

April 2002

About the Bulletin

We Keep Virginia Moving



An employee newspaper published by the
Virginia Department of Transportation
Office of Public Affairs
1401 E. Broad Street Richmond, VA 23219
(804) 786-5731 (TTY only, 711)

Contact Us

Commissioner: Philip A. Shucet
Public Affairs Director: Lynda J. South
Editor: Charles M. Armstrong
Photo Coordination: Tom Saunders
Contributing Writer: Sande Fulk
Layout & Design: Cynthia Brown
Video Coordination: Lenny Tierney

[^ top](#)

**Managed Competition - Staunton District equipment shops
challenged to offer competitive bids**

CAN YOU DO IT BETTER? AND FOR LESS MONEY?

Those probably aren't questions you often get asked as a state employee, but these days folks in the Staunton District equipment shops are trying to come up with answers in the affirmative.

Employees from four equipment maintenance and repair shops in the Staunton District - two in the Luray Residency (Luray & Camp 7) and two in the Lexington Residency (Lexington and Triangle) - are part of a "managed competition" pilot project designed to improve services while evaluating cost effective methods of service delivery.

The planning for the pilot began with meetings and notifications back in May. The next major step is the release of the request for proposal in January 2004. The actual pilot will start in July 2004.

The concept of managed competition is a relatively new approach to improving the way government does business. It began just over a decade ago as a strategy to improve the quality of local government services and reduce costs through competitive contracting. The idea is to allow the public agency, in addition to private contractors, to bid for services. To help make effective bids, the government organization often streamlines and enhances services.

That's what happened when the City of Winston-Salem put the city's fleet services out for bid in 1999. The contract called for maintenance of more than 1,700 pieces of city equipment (cars, trucks, and heavy equipment). After a comprehensive review that lasted more than eighteen months, the department won the contract by re-engineering its internal processes and submitting a proposal that was \$500,000 less than the next lowest bid.

Not every instance of managed competition has led to better services for less. That's why VDOT is conducting a pilot and will be comparing the performance of the shops involved in the pilot with five other Staunton District shops. For background on managed competition see the questions and answers below and to learn more about the pilot program visit VDOT's Managed Competition Web site at: http://stauntweb/main/pub_affairs/mancomp/default.asp (This site is behind the firewall.)

Managed competition: Frequently-Asked Questions

Q. What is managed competition?

A. Managed Competition is a process where representatives of a public sector (state) agency bid to deliver a well-defined package of services over a specified period of time.

Q. Why is VDOT considering managed competition for equipment repair?

A. The Governor and General Assembly want to ensure that the citizens of the Commonwealth receive the best service at the lowest cost. Managed Competition is one way to make this happen.

Q. How long will the pilot last?

A. The winning bidder will be announced in March or April 2004. The contract begins July 2004 and service delivery will be evaluated over a 12 to 36 month period. The exact length of the pilot has not been determined at this point. The pilot length is dependent upon many factors, which are yet to be resolved, but will be resolved before the release of the request for proposal in January 2004.

Q. How is managed competition different from privatizing, contracting-out or outsourcing services?

A. Managed competition is different from privatizing, contracting-out or outsourcing services because it creates a level playing field for all

Taking Care of Business

**Project
management
concept changing
VDOT culture**

**Managed
Competition:
Staunton District
shops in pilot
project**

Tech-Bytes
**ITS monitors I-81
traffic**

bidders. State agency representatives have an opportunity to compete with the business community to create innovative and cost-effective services.

Q. What happens to VDOT employees who lose a bid?

A.If the private sector bid wins, VDOT employees affected by that bid could have an opportunity to work for the winning bidder or can be assigned other VDOT responsibilities during the pilot.

Q. Will managed competition mean VDOT loses control over some of its services?

A. No. The bid document will define the service levels and quality expectations while the competition will determine the price. No matter who wins the competition, VDOT will monitor and administer the services and the contract.

[^ top](#)

SEPTEMBER- OCTOBER 2003



[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print the Page](#)

Tech-Bytes

Taking a bite out of traffic

Intelligent systems (ITS) will ease passage for motorists traversing I-81



Congestion on Virginia's Interstate-81 corridor is getting a lot of attention of late. Proposals for enhancing the highway and easing traffic congestion are on the table, foretelling big changes for the future. But important traffic-facilitating measures are being put in place on I-81 now. They are referred to as intelligent transportation systems, or ITS.

"Congestion and safety are the focus of all our ITS deployments," says Dean Gustafson, manager of ITS for Staunton District. "Our ITS technology is not an answer to recurring congestion," he advises, "but it has a large role in non-recurring incidents." Accidents, treacherous weather, construction, and maintenance are incidents in which ITS can help VDOT to keep Virginia moving.

Intelligent Transportation System (ITS) will help alleviate traffic congestion on the Interstate 81 corridor.

81's 325 miles through the state. All are installing ITS features and planning for more. While Gustafson guides ITS progress in Staunton District, Mike Phipps does the same in Bristol District and Tim Martin in Salem District.

Bristol, Salem, and Staunton Districts each host a stretch of I-

The I-81 ITS program is based on smart equipment on the interstate and smart traffic centers in each district.

The ITS program is built on three legs, explains Gustafson. (1) traffic surveillance and field sensors, (2) traveler information, and (3) incident management. The first deals with traffic, weather, and road conditions; the second with informing motorists of conditions; and the third with VDOT's and others' responses to accidents, storm damage, or even sink holes.

ITS equipment stationed within the corridor supports the three legs. That includes changeable message signs, video cameras, road weather information stations, highway advisory radio, and traffic signal preemption systems. The latter can be used by an emergency vehicle to hold a green signal on a traffic light until it can get through an intersection, among other functions.

The "top of the stool" on the three legs will be a Smart Traffic Center (STC) in each district. A temporary STC is being operated now for the entire corridor from the Virginia Tech Transportation

Institute in Blacksburg. Ground has just been broken for construction of an STC at the Staunton District complex. Permanent STCs are to be in place for Salem and Bristol in the next few years.

Traffic controllers at these centers will collect information from ITS equipment and will use it to coordinate responses to incidents and also to send information to changeable message signs. Those messages also will be linked to the 511 traveler information system for the I-81 corridor. For example, a message on a sign might read, "I-81 closed 20 miles ahead. Dial 511 for more information." This arrangement with 511 is unique in the nation, notes Gustafson.

Taking Care of Business

Project management concept changing VDOT culture

Managed Competition: Staunton District shops in pilot project


Tech-Bytes ITS monitors I-81 traffic

Traffic Management System equipment will be placed on I-81 near the Maury River and Buffalo Creek bridges in the Lexington area during their reconstruction. The equipment will monitor traffic through work zones, inform motorists of travel times through the work zones, and keep emergency workers apprised of incidents for their quick response.

Another step of progress has been taken in Salem District, where 39 changeable message signs are being placed on primary and secondary routes. Messages on these signs will advise motorists of congestion or delays before they drive onto the interstate, allowing them to choose alternate routes. It is the first use of the signs on primary and secondary routes in Virginia.

ITS on I-81

Intelligent Transportation Systems installed or being planned include:

 **Traveler Information**

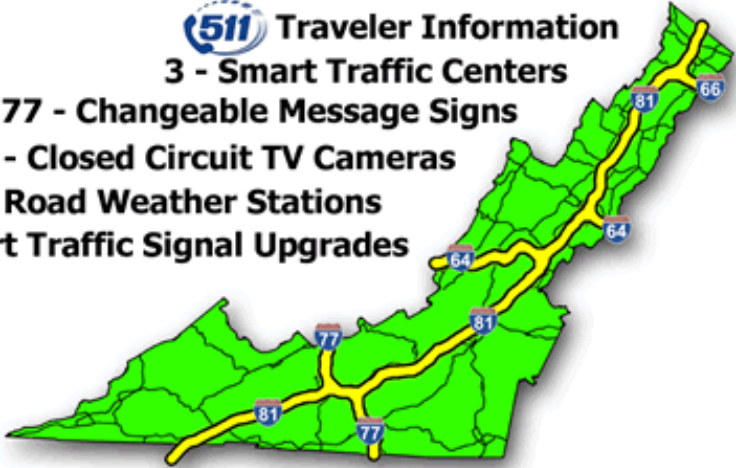
3 - Smart Traffic Centers

77 - Changeable Message Signs

87 - Closed Circuit TV Cameras

23 - Road Weather Stations

200 plus - Smart Traffic Signal Upgrades



[^ top](#)

SEPTEMBER- OCTOBER 2003

bulletin

[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print Version](#)

Answer File



Test your knowledge

**Do you know what the
VTRC Library knows?**

*Read about the VTRC Library
in this issue*

**Point of
View**

50 Years Ago

Answer File

Humor



Red is "safer" color than **yellow** for fire trucks.

T F



The commonly used soil-stabilizing product "Perma-zyme" is made from fermented beets.

T F



Synthetic horseshoes prevent joint injury to horses that have to walk on asphalt roads.

T F

^ top

Humor

There's a lot to be said about Virginia's work force:

Gotta get a job! (and that's all there is to it.)

"While answering the phone at the Information Desk yesterday, I received a call from a gentleman who insisted I had to hire him the next day as an Environmental Quality worker. I explained to him that I could transfer him to Human Resources and he could make his request there, but he informed me that he had already been 'thrown out' of there. I asked whether or not it was from our HR office on Broad Street and he said no, the Towers. I then asked him to give our HR office on Broad the opportunity to talk to him, and he said fine, 'just so long as they hire me tomorrow as an Environmental Quality worker.' I asked if he had seen that advertised some place, and he said 'no,' but he wanted me 'to create the job so that he could perform it by picking up trash on the Powhite Parkway by the toll booth,' and he wanted to start the next day. After much persuading, he allowed me to transfer him to HR where he planned to come down right away and talk to them personally."

Tina Willis,
Advertising and fiscal coordinator, Office of Public Affairs

[^ top](#)

All in the Family



VDOT People

Names in the News

James S. Givens is Bristol District administrator

All in the Family

Retirements

Obituaries

Living Our Values

Bristol District

The district's Employees' Benefit Association held a Poker Run Sept. 6 to raise money for the VDOT Memorial Fund. Fifteen riders participated and raised \$320 for the fund. The cyclist began the run at Southwest Virginia Community College and ended the 100-mile journey at the Lebanon Residency. Instead of buying poker hands, participants bought a chance to roll dice at each of the five stops. At the end of the day, awards were given for highest roll, lowest roll, oldest rider, youngest rider and an award for who drove the furthest to participate in the run. Local businesses donated baseball caps and T-shirts for prizes.

District Office: Congratulations to two district office employees on their recent promotions: Steve Sheets, engineering technician III for the Mobility Management Section, and Paula Peters, engineering technician II for the Right of Way Section.

Tazewell Residency: Congratulations to Joshua Roberts on his promotion to transportation operations manager II for the East River Mountain Tunnel.

Lebanon Residency: Hats off to Eugene Ferguson, Lebanon AHQ, and Jack Thompson, Blackford AHQ, on their recent promotions to maintenance superintendent.

Central Office

Mobility Management Division: Brooke Foster, eng. tech. III, and her husband, Bryan, have a baby boy, Ethan Bryan. Happy parenting!

Materials Division: Tom Tate, P.E., was recently promoted to senior engineer in Pavement Design and Evaluation Section. He had been pavement engineer in the Hampton Roads District. Gail Dickerson, P.E., returns from Culpeper District to the division as geotechnical engineering program manager in the Soils Lab. Mike Nuckols has been promoted to technician supervisor in the Asphalt Mixtures Lab. He had been a technician in the lab. Keith Williams has been promoted to technician supervisor in the Physical Lab. He had been a technician there. Chaz Weaver, engineer I, Soils Lab, recently passed the P.E. exam. Tommy Schinkle and Alex Owsiak, both associate engineers, recently passed the Fundamentals of Engineering Exam.

Culpeper District

District Office: Congratulations to Mike Mauro and John Winn, survey party, who have recently been licensed as land surveyors. Congratulations!

Hampton Roads District

Williamsburg Residency: **Todd Halacy** has been selected to serve as the assistant resident engineer for program development. He will oversee the development of the Six-Year Program, contract administration, preliminary engineering, and manage the urban programs for the cities of Newport News, Hampton, Poquoson, and Williamsburg. Halacy worked as an associate engineer in a variety of roles, including serving in the Policy Office during the 2003 General Assembly. He holds a B.S.degree in civil engineering from Old Dominion University, and he is licensed as an engineer in training (EIT).

Tony Handy has been selected to serve as the assistant resident engineer for construction and land development. He will oversee the residency's construction program and plan reviews and permits for land development. Handy completed the associate engineer program and has been serving as the transportation engineer plan reviewer for land development. He has a bachelor's degree from Virginia Tech and a master's degree in engineering management from Old Dominion University. He is also licensed as a professional engineer and land surveyor.

James Chapman II, team member, Seaford AHQ, was honored for his courage after he pulled a neighbor from the porch of a burning house after a natural gas explosion. He was inside his own home when he heard the explosion. He ran to the neighbor's porch, where the man had collapsed, and with the help of a friend carried the injured man to safety. The man's home and automobile were destroyed. Community newspapers praised Chapman for his actions.

Richmond District

District Office: Scott Lewis, Materials Section, and his wife, Holley, have a new son, their second, Mason Davis. Way to go!

South Hill Residency: Congratulations to Eddie Smiley, environmental specialist I, and his wife, Karen, on the birth of their first-born, a son, Jackson Edwards.

Salem District

District Office: Lori Law, specialist in the Civil Rights Section, and William "Billy" Law, transportation operator II, Troutville AHQ, are the proud parents of Laci Ann. Welcome to Kathy Siler, who has transferred to the Contract Administration Section as post construction coordinator. She was with L&D in Richmond District. Scott Manning, eng. tech. III, and his wife, Lisa, are the proud parents of a new baby girl, Kendall Lauren. Wanda Romeo, IT specialist, has transferred from the IT helpdesk to Traffic Engineering as a fiscal technician. Jeff Butler, environmental specialist, and his wife, Heather, have a new baby boy, Jackson Edward. Fulton Waid, right of way specialist, has a new little boy, Lucas.

Martinsville Residency: Timothy L. Wade has been promoted to transportation operations manager I. Also, Robin Keeler has been promoted to contract administrator. Congratulations! Other congratulations are due Brandon Boothe, transportation operator II, on the birth of a son. Jeremy Hendrick, engineer I, was married to Cindi Sutphin recently. Congratulations! By the way, the residency sponsored a Red Cross blood drive recently and met their goal of 45 pints.

Obituaries

Benjamin L. Clark, 58, transportation operator II, Halifax Res.; died July 3; retired May 24, 2002, with 9 years of service.

Ruby R. Cupp, 73, office services assistant, Staunton Dist., died July 4; retired Aug. 31, 1987, with 22 years of service.

Margaret K. Earhart, 86, clerk steno D., Staunton Dist., died July 27; retired Nov. 30, 1976, with 40 years of service.

Charles W. Ferguson, 60, maint. supt., Lebanon Residency, died June 4; he had 32 years of service.

William A. Jackson, 61, equip. svc. & repair tech I, district equip. shop, died May 29; he had 17 years of service.

Frank Keith, 78, highway equipment operator B, Salem Res., died Aug. 19; retired Jan. 31, 1984, with 19 years of service.

Paul Mayberry, 72, hwy. equip. op. A., Appomattox Res., died July 19; retired April 1995, with 27 years of service.

Retirements

Claude A. Abernathy, Architect/Engineer I, Traffic Engineering Div., 38 years.

C. A. Anderson, Jr., Land Acq & Prop Mgmt Agent II, Lynchburg Dist., 34 years.

Charles Asbury, Transportation Operator II, Tazewell Res., 18 years.

Louella S. Bagley, Admin and Office Specialist II, Admin Ser. Div., 19 years.

Randy W. Bailey, Policy Planning Specialist II, Management Review, 31 years.

Walter F. Bailey, Jr., Architect/Engineer I, Location & Design, 42 years.

Robert H. Berrey, Trades Technician III, Culpeper Dist., 39 years.

Duniel E. Bishop, Engineering Technician II, Materials Div., 6 years.

Sandra W. Bond, Finan Svcs Spec I, Salem Dist., 16 years.

J. W. Bondurant, Engineering Technician III, Salem Dist., 35 years.

Leo N. Bottoms, Transportation Operator II, South Hill Res., 31 years.

John J. Bowman, Transportation Operations Mgr. I, Staunton Dist., 32 years.

Sonja B. Boyd, Admin and Office Specialist III, Hillsville Res., 38 years.

William F. Brown, Admin and Office Specialist II, Lexington Res., 38 years.

Walter B. Brown, Transportation Operations Mgr. III, Accomac Res., 39 years.

Edward L. Byers, Transportation Operator II, Louisa Res., 19 years.

J. J. Caudill, Equipment Service Repair Tech II, Northern Virginia Dist., 37 years.

William C. Clark, Transportation Operations Mgr.I, Edinburg Res., 33 years.

Bruce R. Clarke, Arch/Engineering Mgr. II, Urban Div., 39 years.

Howard L. Cockram, Transportation Operator II, Salem Dist., 32 years.

Benny L. Copenhaver,Transport Operations Mgr. II, Wytheville Res., 30 years.

Ernest S. Cox, Transportation Operator II, Wytheville Res., 30 years.

James P. Craig, Transportation Operations Mgr. I, Verona Res., 30 years.

Robert L. Doak, Engineering Technician III, Richmond Dist., 35 years.

Douglas W. Ellis, Equipment Service Repair Tech I, Hampton Dist., 17 years.

Melton V. Estes, Arch/Engineering Mgr. I, Staunton Dist., 43 years.

F. B. Ferguson, Engineering Technician II, Lebanon Res., 33 years.

Charles A. Fore, Transportation Operations Mgr. II, Tazewell Res., 32 years.

James W. French, Engineering Technician IV, Research Council, 39 years.

Claude D. Garver, Jr., Deputy Commissioner, Commissioner's Office, 40 years.

Willie L. Gentry, Architect/Engineer I, Louisa Res., 36 years

Charles W. Glasgow, Engineering Technician III, Structure & Bridge Div., 36 years.

Elmon R. Goad, Admin and Office Specialist III, Hillsville Res., 30 years.

J. R. Griffin, Arch/Engineering Mgr. I, Salem Dist., 48 years.

Donald R. Griggs, Transportation Operator II, Christiansburg Res., 30 years.

Robert W. Hamm, Transportation Operator II, Fairfax Maintenance, 31 years.

Ray D. Hardy, Jr., Arch/Engineering Mgr. II, Construction Div., 41 years.

Orlando R. Heath, Transportation Operator II, Richmond Dist., 15 years.

Roy Holte, Architect/Engineer II, Maintenance Div., 16 years

Charles W. Jackson, Engineering Technician III, Bowling Green Res., 30 years.

Grover W. Jefferson, Transportation Operations Mgr. II, Rocky Mount Res., 25 years.

Mary Johnson-Gayles, Admin and Office Specialist II, Fiscal Div., 31 years.

L. I. Keith, Transportation Operator II, Abingdon Res., 38 years.

Randolph L. Knight, Transportation Operator II, Fredericksburg Dist., 27 years.

B. W. Leonard, Transportation Operator II, Bristol Dist., 34 years.

Bernard M. Lindsay, Architect/Engineer I, Lynchburg Dist., 30 years.

L. M. Madison, Transportation Operations Mgr. III, Fredericksburg Dist., 41 years.

Lewis F. Mayhugh, Transportation Operator II, Northern Virginia Dist., 30 years.

Robert B. McGhee, Equipment Service Repair Tech. I, Charlottesville Res., 26 years.

J. A. Mitchell, Transportation Operations Mgr. II, Dillwyn Res., 34 years.

Joe M. Moore, Transportation Operations Mgr. II, Richmond Dist., 23 years.

Sam H. Moore, Lnd Acq. & Prop Mgmt Agent II, Salem Dist., 30 years.

Glenn W. Mullenax, Engineering Technician III, Location & Design Div., 17 years.

John R. Olivo, Electronic Technician II, Northern Virginia Dist., 30 years.

Rosemarie Payton, Architect/Engineer I, Transportation Planning, 41 years.

Ruby D. Ramsey, Admin and Office Specialist III, Lexington Res., 24 years.

John D. Ratcliffe, Transportation Operator II, Williamsburg Res., 30 years.

Jack R. Ratliff, Transportation Operator II, Tazewell Res., 16 years.

Mila B. Rome, Engineering Technician III, Salem Dist., 30 years.

William R. Rose, Transportation Operator II, Tazewell Res., 16 years.

William A. Scott, Engineering Technician III, Halifax Res., 29 years.

R. J. Scott, Transportation Operations Mgr. I, Martinsville Res., 30 years.

Jesse M. Smith, Engineering Technician III, Williamsburg Res., 31 years.

William R. Smith, Engineering Technician III, Culpeper Dist., 30 years.

Herman Smith, Transportation Operator II, Williamsburg Res., 6 years.

Erby W. Sowers, Transportation Operations Mgr. II, Christiansburg Res., 35 years.

Linwood D. Stevens, Equipment Service Repair Tech I, Charlottesville Res., 6 years.

Page K. Veazey, Architect/Engineer I, Location & Design Div., 29 years.

C. L. Vernon, Engineering Technician III, Martinsville Res., 38 years.

Lloyd A. Walton, Security Officer II, Elizabeth River Toll, 11 years.

John E. Whitley, Engineering Technician III, Waverly Res., 30 years.

Edna B. Whittemore, Transportation Operations Mgr. II, Tidewater Toll Fac., 27 years.

John D. Wolfe, Trades Technician III, Tazewell Res., 30 years.

Donald L. Hankins, Transportation Operator II, Tazewell Res., 16 years.

[^ top](#)

SEPTEMBER- OCTOBER 2003



[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print this Page](#)

Living Our Values

Staunton District:

Ralph Mowry, Luray Residency, was working on Route 607 in the aftermath of Hurricane Isabel in the Naked Creek area when he was approached by a citizen who said a Red Cross truck was stuck in the mud. When Mowery arrived at the Red Cross truck, the driver, who was in a wheel chair, was trying to get help. Mowery made arrangements to have the truck pulled from the mud but before they could be carried out, a citizen with a tractor pulled the truck loose. The Red Cross truck could not get to the family in need, so Mowery volunteered to take the supplies to the family. **Robert Good** of the Harrisonburg Residency and **Brett Waller** of the Environmental Section also helped make the delivery. The Red Cross driver and the family were grateful for these VDOT employees who volunteered to go the extra mile.

Meanwhile, **Gary Humphries**, a crewman in Martinsville Residency, called to express a big thanks on behalf of his mother and father (Jesse and Shirley Humphries) and several other neighbors on the great job the Lexington team is doing in the area of their homes. Mrs. Humphries mentioned VDOT crew members **Phil Sheets** and **Timmy Fitzgerald** by name, saying their very special care was greatly appreciated. Gary said that his mother was so moved that she cried when she spoke to him concerning the great efforts being put forward on their behalf.

Rocky Mount Residency:

In a letter, **Beth** and **Bobb Warren**, Franklin County, explained that they had a severe wash-away of the hill that supports their driveway. The drainage easement had become blocked, causing water to wash away dirt under their house. **Donald Amos**, supervisor, came to inspect the situation. The Warrens write: "Much to my surprise and delight, he had his whole crew out to my house that same afternoon...In this day and age it is very unusual to find people that do what they say they are going to do, much less do it the same day they are asked." Horsepasture AHQ, Martinsville Residency, received a similar compliment. W. Lee Hussey II had problems with water coming off of the road and eroding his property. He spoke with **Dwight Wilson**, superintendent, about the problem. The very next day Wilson and his crew were taking care of the problem. Hussey writes; "It's people like that, that make you feel good about living in Henry County."

VDOT People

Names in the News

James S. Givens is Bristol District administrator

All in the Family

Retirements

Obituaries

Living Our Values

^ top

Life@VDOT

Name that Face

The photos you see below might look like people pictured in the 1970s. That's because some of the pictures here were made in the 70s. All of those pictured still work for VDOT, however, even if you can't recognize them. So guess who? (If you're stumped, point and click the image below for answers.)

*VDOTers
from the
past:*

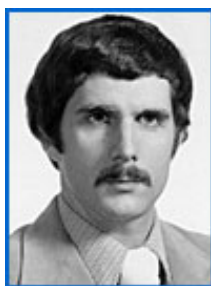


Life@VDOT

**'Partners' is theme
for Customer
Service Week**

Name that Face

**Equipment
Technicians Rank
High**



*Guess
Who?*

[^ top](#)

National technician and runner-up also from VDOT

VDOT technicians of the year named

Commissioner Philip Shucet presented awards to VDOT equipment technicians of the year from the nine districts and the Central Office at the Equipment Repair Supervisors' and Managers' Workshop in Charlottesville in August.

Recognized as VDOT Technician of the Year was senior equipment repair technician **William "Fred" Brinkley**, Hampton Roads District. Brinkley was also named as the Association of Equipment Professionals (AEMP) National 2002 Technician of the Year. An employee of the Suffolk Residency Equipment Shop, Brinkley has more than 33 years of experience in technician-related work. The nominee selected as AEMP Technician of the Year was also designated VDOT Technician of the Year.

VDOT Technician of the Year runner-up was **Robert D. Bryant**, equipment repair technician senior from Fredericksburg District. Bryant was AEMP runner-up national technician for 2002.

In 2002, for a the second time in AEMP history, two of the three national finalists were employed in the same organization, which was VDOT.

Each year, the AEMP allows its 1,160 member organizations to nominate technicians for national standings. VDOT nominates one from each district.

The other district technicians of the year are: **Tony O. Miles**, Bristol; **Ricky Davis**, Salem; **Herbert L. Shirey**, Lynchburg; **Norman Docx**, Richmond; **Cecil W. Bickley**, Culpeper; **Roger E. Dovel**, Staunton; **Travis Mays**, Northern Virginia; and **Michael R. McDaniel**, formerly employed in the Central Office.

Technicians of the year are chosen on the basis of VDOT values, customer service, professionalism, technical skills, innovation, troubleshooting and diagnostic capabilities, and other contributions to their trade.

Life@VDOT

**'Partners' is theme
for Customer
Service Week**

Name that Face

**Equipment
Technicians Rank
High**



Fred Brinkley of Hampton Roads District, Technician of the Year



Bobby Bryant, Fredericksburg District



Cecil W. Bickley, Culpeper District



Tony Miles, Bristol District



Herbert L. Shirey, Lynchburg District



Travis T. Mays, Northern Virginia District



Norman F. Docx, Richmond District



Ricky Davis, Salem District



Roger E. Dovel, Staunton District

[^ top](#)

SEPTEMBER- OCTOBER 2003

bulletin

[Home](#) • [Contact the Editor](#) • [About the Bulletin](#) • [Archives](#) • [Print Version](#)

Isabel blusters; VDOT not bullied

More than 1,000 roads were shut down by the hurricanes' onslaught.

Within a week, most were clear of debris for motorists to travel again.

Hurricane Isabel blustered and flooded across Virginia Sept. 18, ripping roofs, knocking over silo-sized trees, turning off millions of lights, and shutting down 1,000 of Virginia's roads from Hampton Roads to the Shenandoah Valley to the Washington suburbs. Coming ashore as barely a "Category 2," the damage she caused put her, in many Virginians' minds, in the category of "catastrophic."

VDOT employees, on the ready as the storm made its destructive way into the state, were deployed everywhere, clearing roads and giving assistance to stranded motorists. Fallen trees, water, accidents, debris, washouts, and shattered telephone poles confronted hundreds of crews from the department. Electric power complicated the recovery — whether on or off — as the lack of power darkened 351 traffic signals in Fairfax County alone, and the presence of power in downed lines and trees inhibited VDOT's work force.

Then, a tornado crashed through Southside and Central Virginia Sept. 23, closing another 200 roads. But despite the tornado's added insult, by Sept. 26 VDOT crews had reopened all but 72 roads closed by the storm and 32 roads hit by the tornado.

It wasn't without the work of almost 4,000 VDOTers, some of them performing near-Herculean efforts. While employees in the field struggled to make road repairs, VDOT office staffs strived to serve them, as well as the public. The Transportation Emergency Operations Center, to mention just one example, handled 35,136 calls from concerned citizens from Sept. 16-22.

Commissioner Philip Shucet commended every one of them: "No matter your job; no matter whether you're in the field or in the central office, all of you contributed in a positive way to our efforts over the past several days. From the people behind the desks to the people in the field with chain saws, it takes all of us to make this department work. And work it did."

Unfortunately, two VDOTers experienced serious injuries (see accompanying story).

Damages were not so light. The current estimate for all of VDOT's costs associated with Hurricane Isabel is \$100 million, including damages to roads and other infrastructure.

Heroic effort at Midtown Tunnel

Stealing early into Hampton Roads with an advance thrust, Hurricane Isabel reached ruthlessly for the lives of VDOT employees trying to protect the Midtown Tunnel between Norfolk and Portsmouth. Risking their lives to put the tunnel's foot-thick floodgate in place before the hurricane hit, the tunnel team had to stop to rescue each other as the Elizabeth River poured in on them.

A steel plate, which had to be removed from the pavement before the floodgate could be locked, stayed stuck despite employees' mighty efforts to pull it loose. **David Kurtich**, one of the first workers to arrive, removed four bolts that helped hold the plate down, but neither he nor



Marty Frederick, Electronics Technician II with the Richmond District traffic signal staff, gets set to work on a signal at the intersection of Route 60 and Wadsworth Drive in Chesterfield County that was damaged by Hurricane Isabel.



Opening in which the steal plate was locked at Middtown Tunnel

Finally, after Southerland phoned to say, "It's dangerous. We're losing it," facility manager Wilkerson told him to "Pull 'em." The men scrambled onto two trucks and drove out of the deepening storm surge.

After their defeat by the watery assault, tunnel employees were downcast. Some called Wilkerson and offered to resign. Wilkerson said, "What for?" Responding to questions from the media, Commissioner Philip Shucet said, "There was no failure. There was no human error. Nature won."

Within the next week, the men's heroic stand had been praised not only by Commissioner Shucet, who called them gallant; but also by Gov. Mark Warner, who said the men had gone above and beyond the call of duty; and by President George Bush, who recognized them in a stop in Richmond for reports on storm recovery efforts.

The tunnel, which completely filled with 44 million gallons of water, has been pumped dry, and an assessment of damage from flooding to the tunnel systems is under way. Meanwhile, the tunnel team was planning temporary repairs that would allow motorists to use the Middtown tunnel during drive-time.

Two in Staunton seriously hurt

Two Staunton District employees, **Garland F. Presgraves** and **Randal W. Vorous**, felt the punch of a treacherous Hurricane Isabel as they worked to clear roads in Clarke County during the night of the storm.

As they intently cut up trees blocking Route 50, another tree, unseen by them, succumbed to the winds and fell with all its force on them. Vorous was able to crawl out from under the pressure of the fallen limbs, but he could not see Presgraves or get him to answer his call. After a desperate search of the flattened foliage, he found his workmate unconscious. After signaling for emergency help, Vorous sawed a path into where Presgraves lay. When emergency workers arrived, they were able to go right to Pregraves and lift him onto a stretcher.

Pesgraves was in serious condition at last report. Vorous had been treated and released from the hospital. They represent the commitment, in the face of danger, that VDOT workers show every time a disaster touches the Commonwealth.

others arriving could knock loose the temporary welds on the plate, which normally are broken with a small hammer. As they grappled with the plate, now under the rising water, the flood began to engulf them.

VDOTers began rushing to the scene as they heard of the struggle. **Darrell Southerland** drove a truck through three-feet of water from the Portsmouth side, and Facility Manager Bruce Wilkerson tried to do the same in his car, but was stalled by the rising flood. **Robert Hewitt** left his stalled pickup in the tunnel and scurried along a handrail on top of the catwalk to get to the Norfolk side with a big pry bar. Meanwhile, Robert Huffman drove a hefty tow truck from the Norfolk side to the tunnel entrance to haul the men out if necessary. After jumping out of the truck and trying to help with the plate, Huffman was swept into the tunnel. He was rescued only after a human chain of workers was formed to pull him back.

Citizens, leaders praise VDOT

"Please pass along to the entire 'storm team' my deepest appreciation and respect for the tremendous job that is being done. I have been proactively calling localities and asking their needs. The most frequent compliment I get is about VDOT's initiative and work ethic. Do not allow a few sporadic complaints, that will always find their way into the press, deter you from understanding of how grateful Virginians, and this Governor, are for your service."

- **William H. Leighty, chief of staff, Office of the Governor.**

"You've got to hand it to VDOT. Battered by snow all winter, then taunted by rains and harangued by complaints of unmowed grass all summer, department workers have been out busting their humps 24-7."

- **Chris Dovi, Street Beat columnist, Richmond-Times Dispatch**

"Just wanted to say 'thanks' to all the hard-work during (the) hurricane. As a 911 officer, I know it was a busy time for us all. Thanks for the road work and more, Virginia DOT."

- **Stuart, Hanover County**

"I was super-pleased to see the work that was done during the storm to clear the roads of trees and put the lights back on in Pittsylvania County by 3 a.m. (Sept. 19).... Please pass on...praise...(to) those who brave the storm to keep us safe."

-**Dexter L. Smith, Sgt. Maj., U.S. Army, retired.**